

## The Morning Bulletin

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WEDNESDAY, FEBRUARY 2, 1921

## Railway to the Mackenzie

Time will not change the geography of the Mackenzie any sooner than it will its geology. Physical features remain the same from age to age. If there is oil in the Mackenzie Valley it has been there so long that the question of when it was first found is merely of academic interest. Unless the effort of man is applied it will remain there for an indefinite period. The time will come when it will be brought to meet the world's needs must of necessity be governed in some degree by considerations of geography. As these conditions are now, the oil fields have been around for years and are likely to be for the next ten thousand at any rate. The vast stream of the Mackenzie will give means of easier transportation than are in our country. The oil discoveries and indications are along its banks. Therefore the Mackenzie is bound to take into consideration in any scheme of transportation that is evolved, now or later.

The Mackenzie river is the outlet of Great Slave lake. For a long distance west of the lake the river has a sluggish current, with some long stretches of navigation. There are shallows in the navigation, and it does not open as early in the spring as the part below the junction of the Liard. There is an average of about 100 miles of navigation on the Mackenzie between the junction of the Liard and the outlet of Great Slave lake.

The river distance from Slave lake to Simpson and of Great Slave lake of nearly six weeks. The Mackenzie opens at Simpson between May 15th and 22nd. Great Slave lake is sometimes closed until well into the first week of July; as it was last year.

The river distance between Great Slave lake and Slave lake is about 100 miles. For half that distance from Slave lake there are intervals of shallow water and slow current, and always a late opening of navigation.

There is a good current, deep water, and a much earlier opening of navigation in the lower half of the distance from Slave lake to Simpson. While there is unbroken navigation from Slave lake down the Mackenzie, North man it is obvious that the advantages of river navigation are much greater from the point at which the swifter current, deeper water, and easier navigation begins than above that point.

The beginning of the strong current is known as the "Head of the line." This name arises from the fact that in this point the river distance was so great, current was so strong, and boats or canoes were "tracked" all the way up the Mackenzie to the "Head of the line" as the current was too strong to admit of their being rowed or paddled. The river was so deep and wide along the river beaches and banks and pulled the boats by a line. The point where the swift current ceased and slack water began was the point at which the river was graphically termed the "Head of the line." The "Head of the line" is today where it was 100 years ago and is always to be the point of water always in connection with the navigation of the Mackenzie can be made to best advantage.

It is at the most southerly bend of the Mackenzie in its course that it is at the mouth of the Trout river, and is the nearest point on the Mackenzie to the most northerly point of the railway systems of Canada at Peace River town.

The railways of Canada are

the means by which oil, as well as all other articles of trade used for export, are brought to market. The railways are practically as permanent as rivers. In the scheme of national and world transportation they are even more useful.

There is, however, one railway which is not, as the railway systems of Canada extend towards the navigation of the Mackenzie there is no railway. The Mackenzie is the most extreme point of these systems to the Mackenzie the problem is vital. That is to say, the railway systems of Canada should be completed with the navigation of the Mackenzie by further railway extensions so that the Mackenzie river oil can be of use to mankind.

As conditions stand at present, the railway to the Mackenzie is Peace River town. It would seem that any extension of railway to the Mackenzie would properly and naturally start from that point. The distance from Peace River on the Mackenzie is 350 miles in direct distance, or possibly 400 miles, allowing for all contingencies. Between the two great centers of Edmonton and the Athabasca and Peace rivers. Both great streams which under water constitute the Mackenzie. The E.D. & B.C. railway from the Athabasca at Smithers to the Peace River town is a thousand feet. The drop is 1,700 feet in width, accompanied by a long and unbroken railway bridge. The grade out of the valley on the west side is nearly completed. Altogether the cost of putting the railway across the Mackenzie will be \$100,000,000, amounted to more than two million dollars. But the work is done and all is ready for a start on rail way construction on the upland on west side. To put a railway across the Mackenzie would cost as much as more than it has already done at Peace River, and would take at least two years to complete.

It is evident that Peace River town must be the starting point of railway extension towards the Mackenzie, there seems to be no reason why extension should not begin at once. It is true that the cost of field work has not been proven, but that of Alberta's credit is no better than that of Alberta.

At least it cannot be claimed that this province suffers because it has not the name of being a borrower. Our finances are evidently held by the satisfaction of those who have money to lend, and our credit is no more doubted than that of the "banned" province.

The Young Turks at Rome.

The Young Turks, party would like the Allies to give them the same advantages as the Greeks in their war against the Turks.

They are in this country in this

part of the world, and the Turks

are in the same position as the

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Banner Period Ends February Five

Campaign Ends February Twelve

# The Big 4 Days

**WEDNESDAY - THURSDAY - FRIDAY - SATURDAY**  
In The Bulletin Salesmanship Campaign

**Double  
Credits**

Every Member of the Salesmanship Club should put a ring around these four big days—**WEDNESDAY, THURSDAY, FRIDAY AND SATURDAY**. They are the Days when you should cash in on double credits for the \$500 in extra cash offered as Banner Period Prize.

They are also the days when your work counts double for the Grand Awards—The five big automobiles offered to those who prove themselves the best subscription "Salesmen" during the Salesmanship Club Campaign which ends Saturday night, February Twelve.

The Banner Period, the last big vote credit time of the campaign, though, ends this coming Saturday night, Feb. 5.

What you do this week will very likely decide which automobile you win and of course will decide the winner of the extra \$500 cash prize.

**\$500.00  
In Cash**

# Which Car Are **YOU** Going To Win?

**DISTRICT AWARDS**

**\$100.00**

For Each District

**\$50.00**

For Each District

Second Grand Award, \$2,800

**Essex**



Purchased from The Freeman Co., Ltd., 10710-12 9th Street

Fourth Grand Award, \$1,275

**Chevrolet**



Purchased from Nor-West Motors, Ltd., 10151 108th Street

**GRAND CAPITAL AWARD**

**\$3,470  
OLDSMOBILE  
EIGHT**



Purchased from D. J. Connelly, 10625 Jasper Avenue

**FIELD AT LARGE**

**\$25.00**

Forty Of Them

Ten Per Cent  
Cash Commission

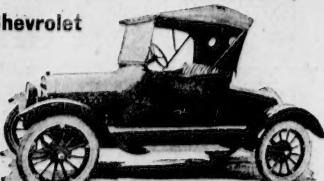
Third Grand Award \$2,565  
Grant



Purchased from Federal Motor Sales Ltd., 10010 102nd Street

Fifth Grand Award, \$1,225

**Chevrolet**



Purchased from Nor-West Motors, Ltd., 10151 108th Street

**Last Big Vote Credit  
Opportunity**

**How Subscriptions Count During Banner Period**

January 19 to February 5 Inc.

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(Delivered by Carrier Boy or Agent in Edmonton and towns where Carrier Service is maintained.)

Terms of Subscription	The Price	New	Credits	Old
3 months	\$ 3.00	6,000	8,000	
6 months	6.00	15,000	7,500	
12 months	12.00	36,000	18,000	

**MORNING OR EVENING**

Terms of Subscription	The Price	New	Credits	Old
3 months	\$ 2.00	5,000	2,500	
6 months	4.00	11,000	5,500	
12 months	8.00	24,000	12,000	

**SEMI WEEKLY BULLETIN**

Terms of Subscription	The Price	New	Credits	Old
12 months	\$ 2.00	5,000	2,500	

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# Final Four Fighting Days of Double 'Em Up Time in Big Sales Race

Wednesday, Thursday, Friday and Saturday Should be Days of Unusual Hustle for Club Members—Every Candidate Should Take Advantage These Last Days of Banner Period—New Leaders Appear as Workers Speed on to Final Goal—Mrs. Glen Johnson, Edgar Pudsey, Louis Biernicki, P. G. Pilkie, A. C. McNair, Driving Neck and Neck for First Place.

"Be it known to all of the grand prize winners that the Banner Salesmen's Campaign is up to you to do your best work. Don't let the rambling of the Banner Period, which ends at ten o'clock next Saturday night, distract you."

After this time your will not count nearly so much as it does now and the more you sell the more credit on the subscriptions you fail to turn in during this the Banner Period.

Do not let anybody discourage you or influence you to hold your subscriptions. You want to know that you want to know that your subscriptions positively count and that you will be given credit for them when they will during the next week, the last week of the campaign.

There positively will be no extra vote credit or extra cash prize offers except the last week of the Salesmanship race.

#### Important Information

Some people seem to think that there will be a great offer of money kind such as three or four hundred thousand dollars in cash prizes in the subscription during the last week. We want to warn candidates and their friends that there will be no such kind of this kind, as there absolutely will be no extra cash or extra vote credit given to any one during the last week after this coming Sunday night will candidates obtain so many extra subscriptions as they can now.

It is up to each and every subscriber this week. It matters not where you live, or in what part of the territory you are, to do your best to get the same chance to win one of the grand capital awards as the other competitors. Do not let this opportunity slip away. It may never again be presented.

#### New Leaders to Front

Today's list of candidates' standing is now looking rather flat on a high note. The seven leaders to day are Mrs. Glen Johnson, Mrs. Edgar Pudsey, Louis Biernicki, P. G. Pilkie, A. C. McNair, and Mrs. M. A. Norman. Mr. Biernicki has the royal support of all the salesmen friends throughout the Caistor section. He is in the lead with a record in line and exceeding his competitor for first position in P. G. Pilkie, of Victoria, who is the second most popular residents of that thriving town and second in the salesmanship race to Vermilion.

A. C. McNair is a prominent member of Mirrion stands third place. He is making a real fight for the high Oldsmobile Eight and from the numbers he is showing he is a good bet for Mirror Bradshaw and surrounding districts. It looks like he is meant to be.

Several other members of the Salesmanship Club have a good big lead in the race. The list tomorrow published list very likely will show new leaders for high honours.

#### Young Wainwright Matron Out to Win



MRS. GLEN JOHNSON

Among the most active candidates in the Salesmanship Club is Mrs. Glen Johnson, who is standing nobly in her candidacy for a big automobile. Mrs. Johnson is a road man residing at Walnwright and who is catcher on the Walnwright section will become Bulletin readers.

#### Salesmanship Club Members

Standings Tabulated on Bureaues Adding Machine

DISTRICT ONE	
All that part of Edmonton west of 97th street, including Calder and Dunnigan shopping areas.	
Members	Creditis
Mrs. E. E. Hawkeswell	181,350
Mrs. Carrie Carnegie	181,350
Mrs. C. H. St. John	181,350
Mrs. C. Stanley Hyland	181,350
Mrs. Edith Kerr	12,500
Mrs. E. M. Lawrence	12,500
John G. Lavers	121,250
Thomas G. Lavers	121,250
Edgar Pudsey	129,000
Walter Ronchon	102,500
Albert W. Sewell	178,000
Iver A. Thompson	178,000
John W. Walker	188,000
Walter R. Wall	188,000

#### DISTRICT TWO

All that part of Edmonton east of 97th street, including the Highlands and the River Valley.

Members

Mrs. William H. Clark

Mrs. Elizabeth Gregson

Mrs. G. M. Graham

Mrs. G. L. H. McLean

John Molloy

Mrs. E. M. Hobota

Mrs. E. R. Shaw

George W. Smith

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